BookletChart™

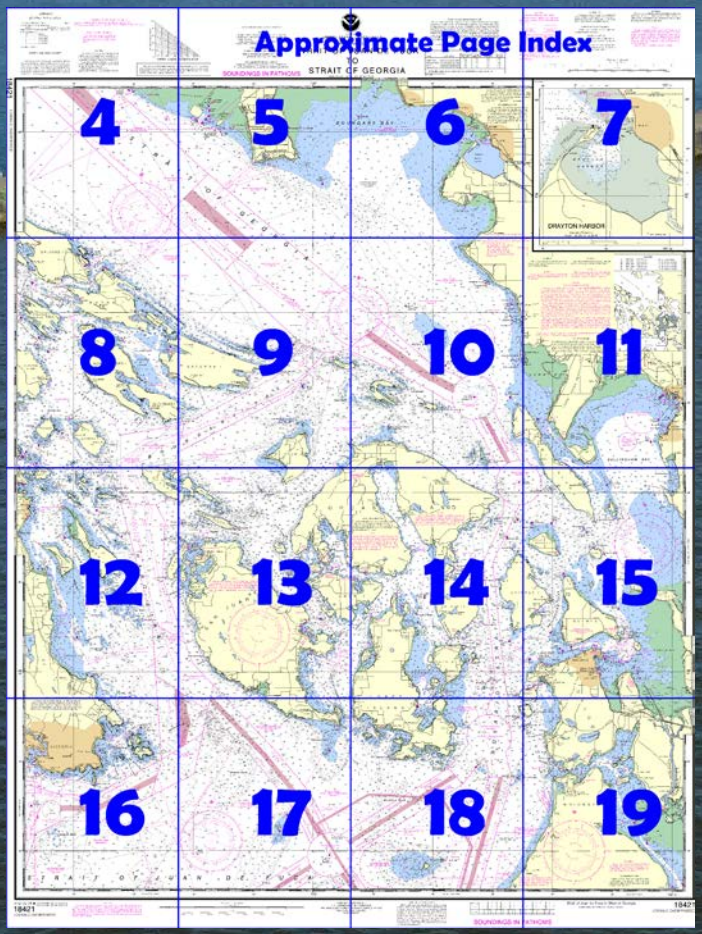
Strait of Juan de Fuca to Strait of Georgia

NOAA Chart 18421

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

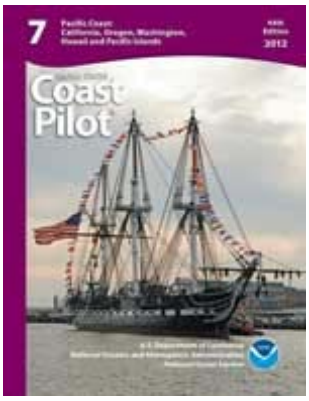
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18421.

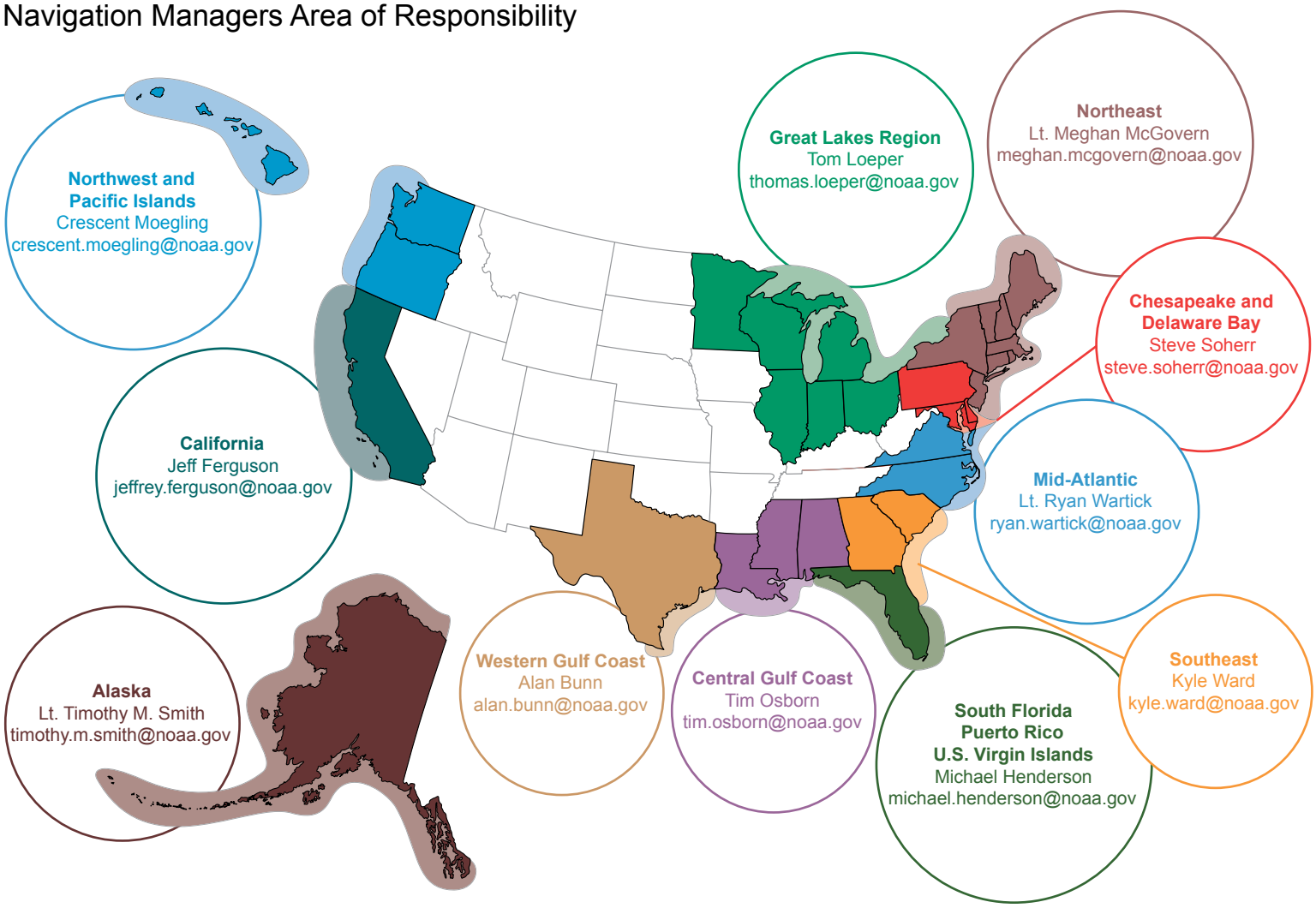


(Selected Excerpts from Coast Pilot)
Strait of Juan de Fuca, E end
Hein Bank, with a least depth of 2½ fathoms, lies 8.5 miles SE of Discovery Island; it is about 2 miles long in a N direction, within the 10-fathom curve, and 0.8 mile wide. The shoalest part of the bank is covered with thick kelp in the summer. It is marked by two lighted buoys, the northernmost is equipped with a racon.
Smith Island, 5 miles W of Whidbey Island and 8 miles ESE of Hein Bank, is irregular in shape and about 0.5 mile long. A rocky bank, covered with kelp, extends about 2 miles W of the island over depths of 3 to 6 fathoms. A rock that bares at lowest tides is about 0.3 mile W of Smith Island. **Smith Island Light** (48°19'06"N., 122°50'38"W.), 97 feet above the water is shown from a 45-foot skeleton tower near the W extremity of the island.
A **restricted area** of an air-to-surface weapon range is W of Smith Island. (See **334.1180**, chapter 2, for limits and regulations.)
Naval restricted areas are adjacent to the northernmost part of the W shore of Whidby Island.
In accordance with the Cooperative Vessel Traffic Service, the United States and Canada, in cooperation with industry and the British Columbia Coast Pilots have established a **Special Operating Area** at the intersection of Haro Strait and Boundary Pass in the vicinity of Turn Point Light (48°41'20"N., 123°14'15"W.). (See Coast Pilot for details.)
All VTS participants will verbally communicate with Victoria Traffic on VHF-FM channel 11 when 3 miles from Turn Point. VTS participants are expected to make safe arrangements with other VTS participants within or near the **SOA**.
Regulated navigation area.-Due to heavy vessel concentrations, the waters of the Strait of Juan de Fuca, the San Juan Islands, the Strait of Georgia, and Puget Sound, and all adjacent waters, are a regulated navigation area. (See **165.1 through 165.13 and 165.1301**, chapter 2, for regulations.)
Caution.–Since logging is one of the main industries of the region, free-floating logs and submerged deadheads or sinkers are a constant source of danger in the Strait of Juan de Fuca and Puget Sound. The danger is increased during freshets, after storms, and unusually high tides. **Deadheads** or **sinkers** are logs which have become adrift from rafts or booms, have become waterlogged, and float in a vertical position with one end just awash, rising and falling with the tide.
Tidal currents.–In Haro Strait and Boundary Pass, the flood current sets N; and the ebb current sets in the opposite direction. The ebb usually runs longer and has a greater velocity. At the N entrance to Boundary Pass, the flood sets E along the N and S sides of Sucia Islands and across Alden Bank; the velocity is about 1 to 2 knots. The current has moderate velocity between Sucia and Orcas Islands. There is a large, daily inequality in the current. (See Tidal Current Tables for predicted times and velocities.) Heavy, dangerous tide rips occur between East Point on Saturna Island and Patos Island, and for two miles N in the Strait of Georgia. Tide rips also occur on the ebb between Henry Island and Turn Point, as well as around Turn Point where the ebb may attain a velocity of 6 knots during large tides. The flood current sets E from Discovery Island across the S end of Haro Strait until close to San Juan Island. This E set is especially noticeable during the first half of the flood.
Currents.–In the S end of San Juan Channel, between Goose Island and Deadman Island, the average current velocity is 2.6 knots on the flood and ebb, however, maximum flood currents of 5 knots or more cause severe rips and eddies. Daily current predictions for this location may be obtained from the Tidal Current Tables.
Tides and Currents.–For times and velocities of current in Rosario Strait and vicinity, the Tidal Current Tables should be consulted. The currents in Lopez, Thatcher, and Obstruction Passes are reported to attain velocities of 3 to 7 knots. This should be kept in mind when proceeding through Rosario Strait, particularly at night or in thick weather. On the ebb of a large tide off the entrance to the passes, a S wind causes tide rips that are dangerous to small craft.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Navigation Managers Area of Responsibility

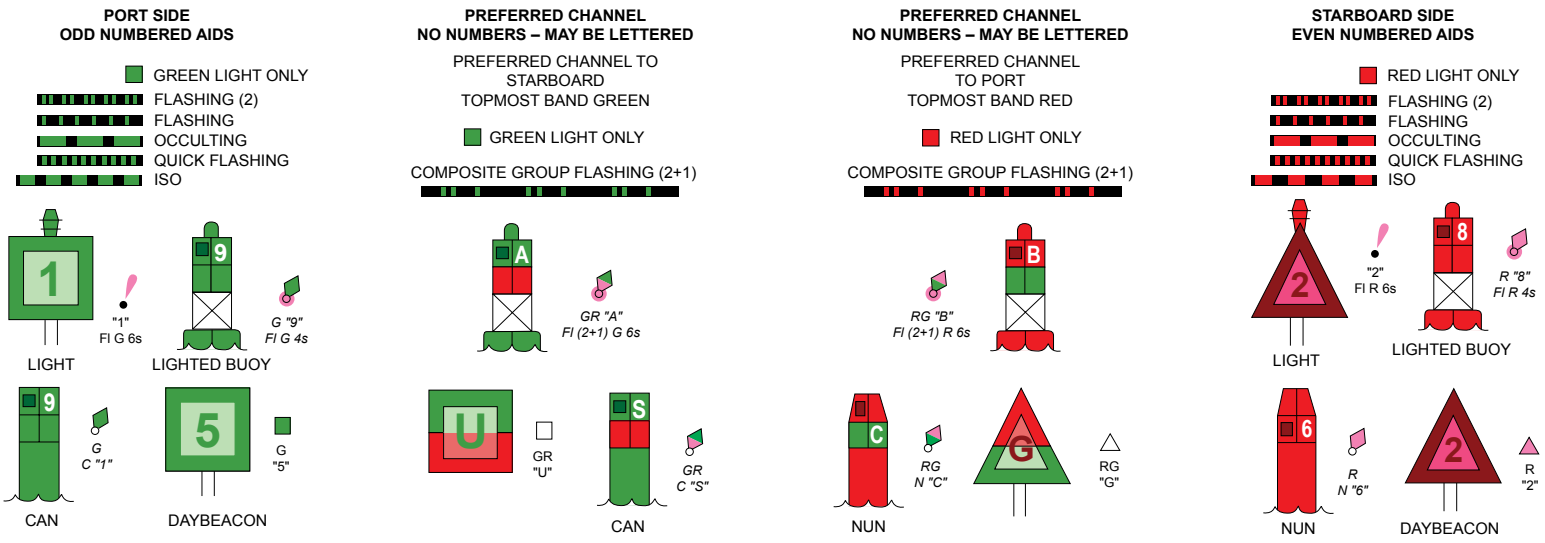


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

COLREGS, 80.1385, 80.1390 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale Canadian charts are not shown on this chart.

CAUTION

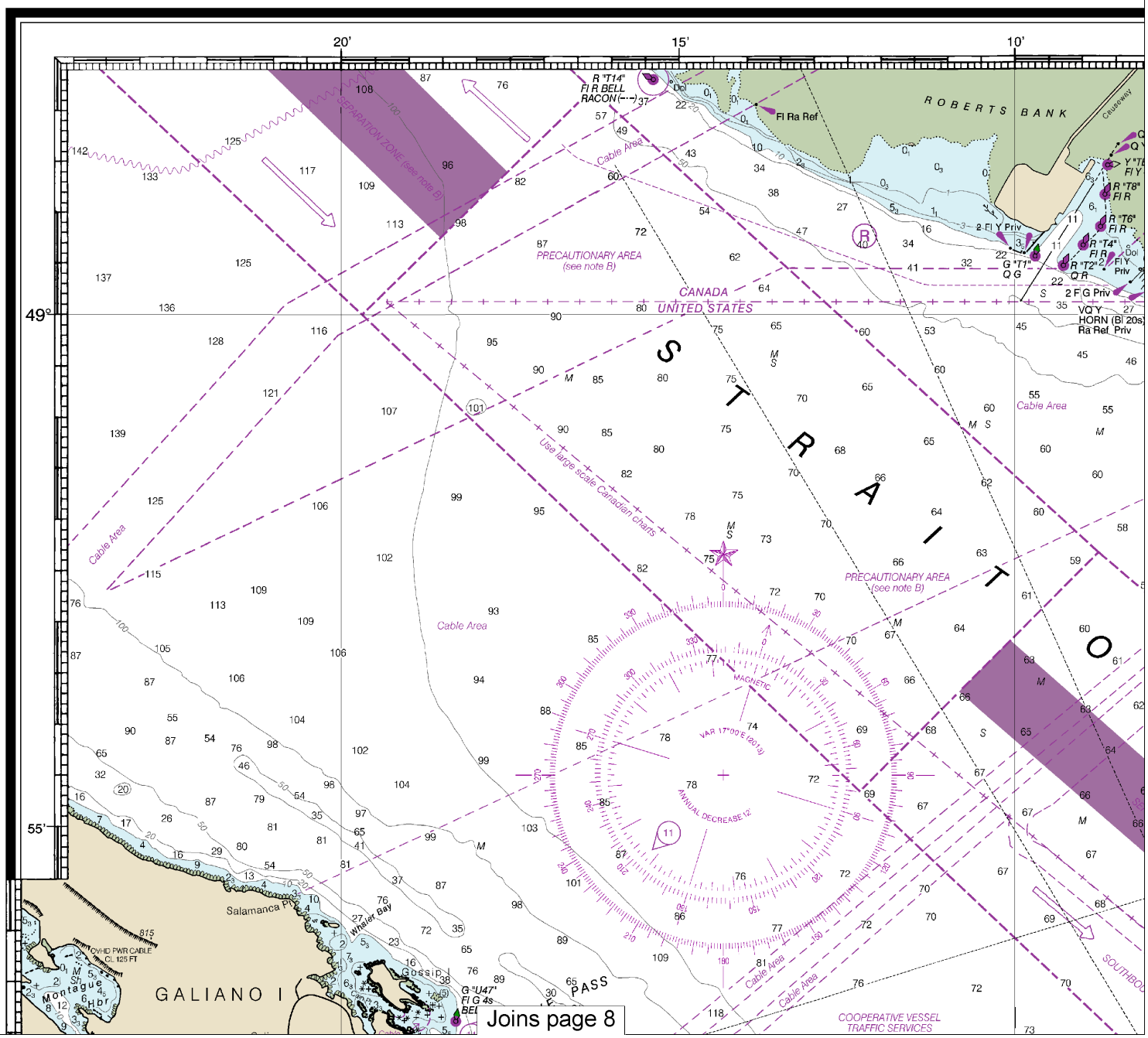
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

18421



Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water in U.S. Territory. Contour and summit elevation values are in feet and refer to Mean Sea Level.

Heights expressed in feet above Higher High-Water. Larger Tides in Canadian Territory.

Mercator Projection
Scale 1:80,000 at Lat 48° 36'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

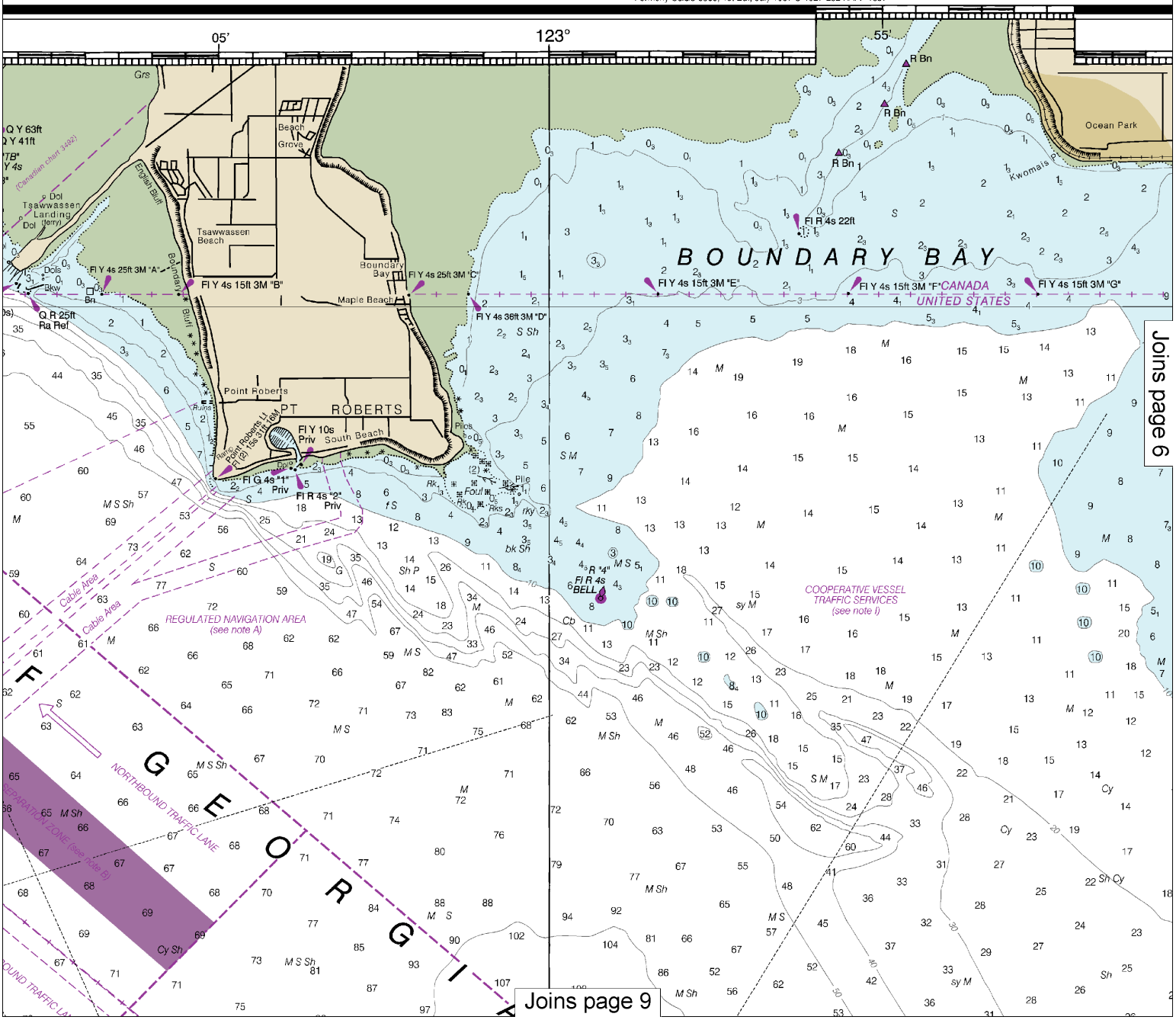
THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA

Formerly C&GS 6380, 1st Ed., July 1907 C-1927-282 KAPP 1657



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA

Formerly C&GS 6380, 1st Ed., July 1907 C-1927-282 KAPP 1657

PUGET SOUND HARBOR SAFETY PLAN

The US Coast Guard and the Puget Sound Harbor Safety Committee have dev
and adopted a Harbor Safety Plan that formally established a set of Standards
for Puget Sound and surrounding waters. These Standards of Care are inter
supplement existing regulations by documenting good marine practices for
of operations including tug escorts, pilotage, anchoring, lightering, and p
additional information on required charts, Aids to Navigation and Emergency Re
If your vessel does not already have a copy of the Puget Sound Harbor Saf
log on to http://pshsc.org/about/harbor_safety_plan or contact the Seattle
Exchange at (206) 443-3830.

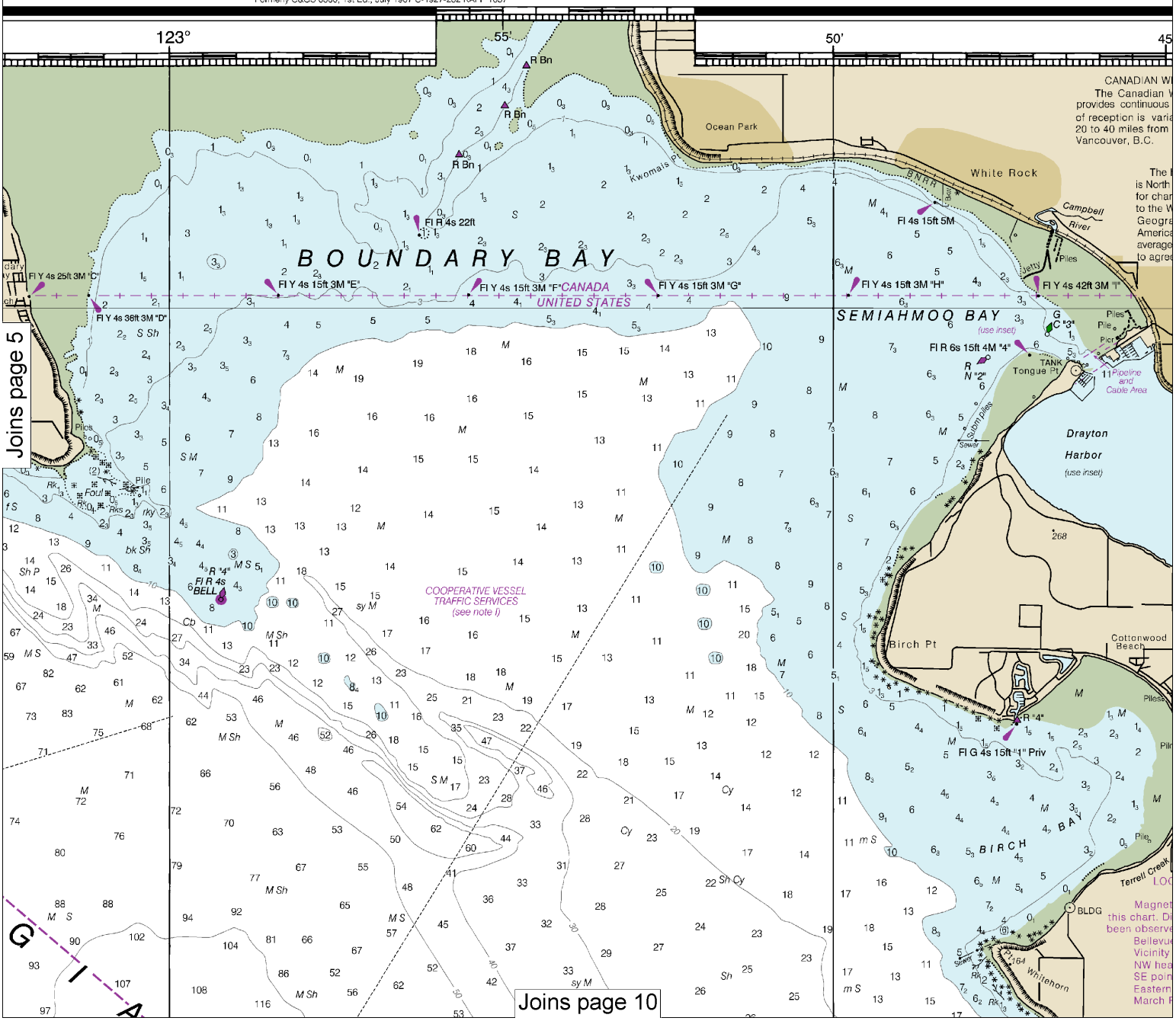
Additional information can be obtained at nauticalcharts.noaa.gov

TIDAL INFORMATION

PLACE		Height referred to datum of sc	
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water
		feet	feet
Patos Island Wharf	(48°47'N/122°58'W)	8.6	7.9
Bellingham	(48°45'N/122°30'W)	8.5	7.8
Blaine	(49°00'N/122°46'W)	9.5	8.7
Roche Harbor	(48°37'N/123°09'W)	7.6	7.0

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-t
tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurre

(Mar 2013)



Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.

eveloped
ds of Care
ended to
r a variety
provides
Response.
afety Plan,
tle Marine

ov.

soundings (MLLW)	
er	Mean Low Water
	feet
	2.6
	2.4
	2.7
	2.5

al-time water levels,
rents.noaa.gov.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area   Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and Canadian and British Surveys.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

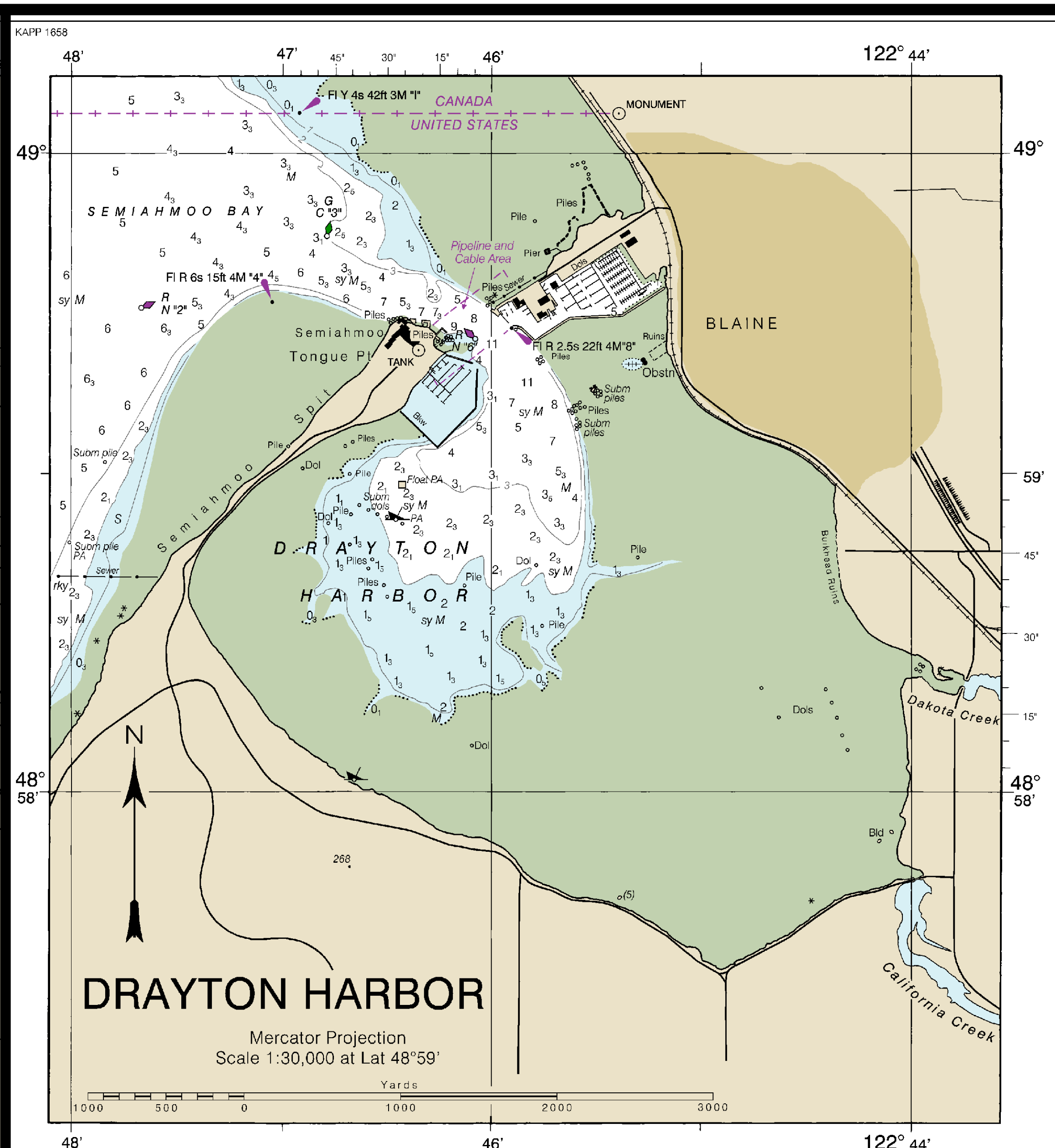
Refer to charted regulation section numbers.

SCALE 1:80,000
Nautical Miles
1 ½ 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000

18421

WEATHER RADIO BROADCASTS
Weather Service station listed below
s marine weather broadcasts. The range
riable, but for most stations is usually
n the antenna site.
CFA-240 162.400 MHz

HORIZONTAL DATUM
e horizontal reference datum of this chart
th American Datum of 1983 (NAD 83), which
arting purposes is considered equivalent
World Geodetic System 1984 (WGS 84).
raphic positions referred to the North
ican Datum of 1927 must be corrected an
ge of 0.635" southward and 4.630" westward
ree with this chart.



OCAL MAGNETIC DISTURBANCE
etic disturbances exist within the area of
Differences from the normal variation have
ved as follows:

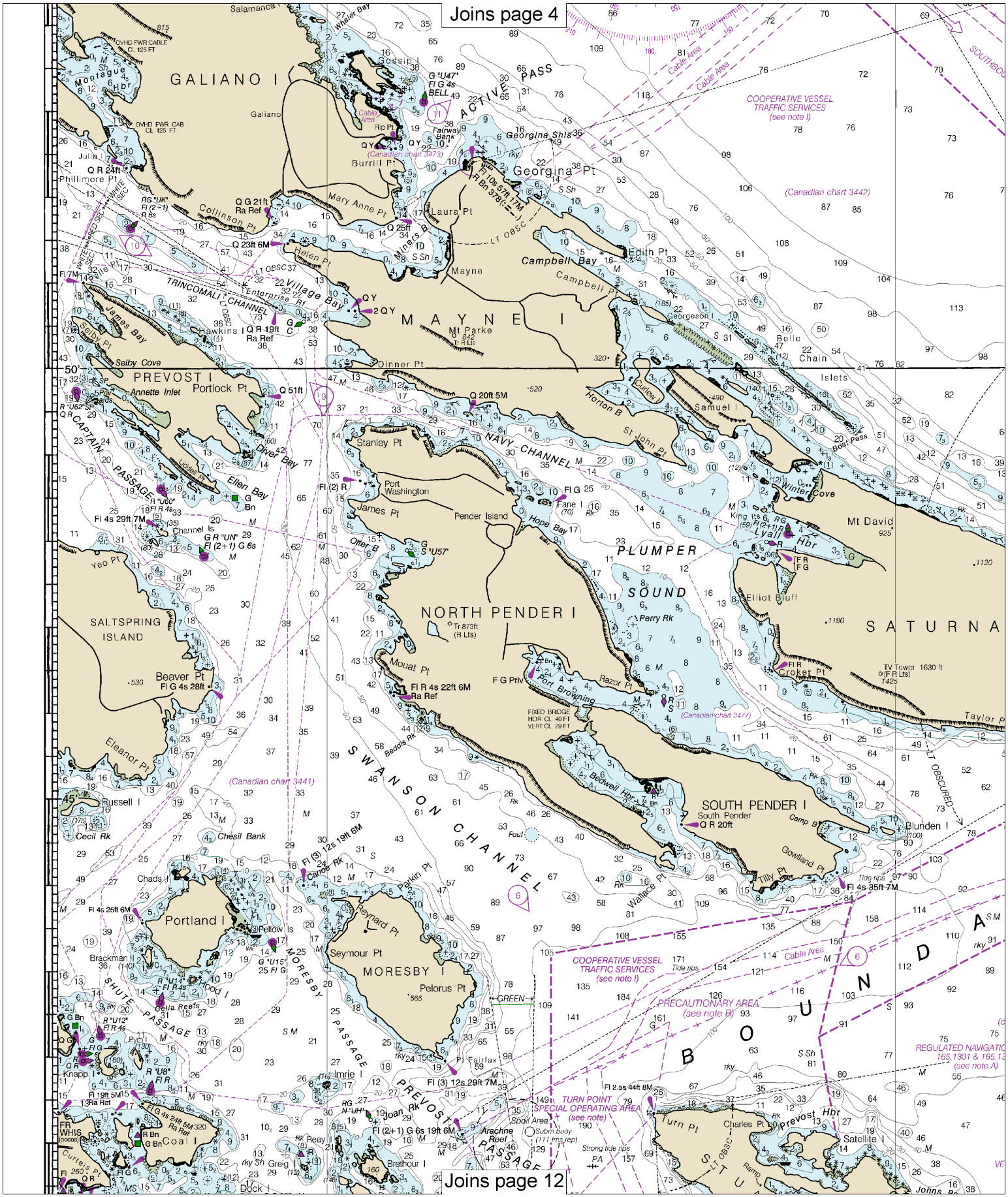
ue Point in Haro Strait	4°
y of Point Doughty	more than 2°
ead of East Sound	2°
int of Guemes Island	14°
rn shore of Burrows Bay	4°
Point	2°

CAUTION

Joins page 11

SOURCE

51st Ed., May 2013. Last Correction: 11/30/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

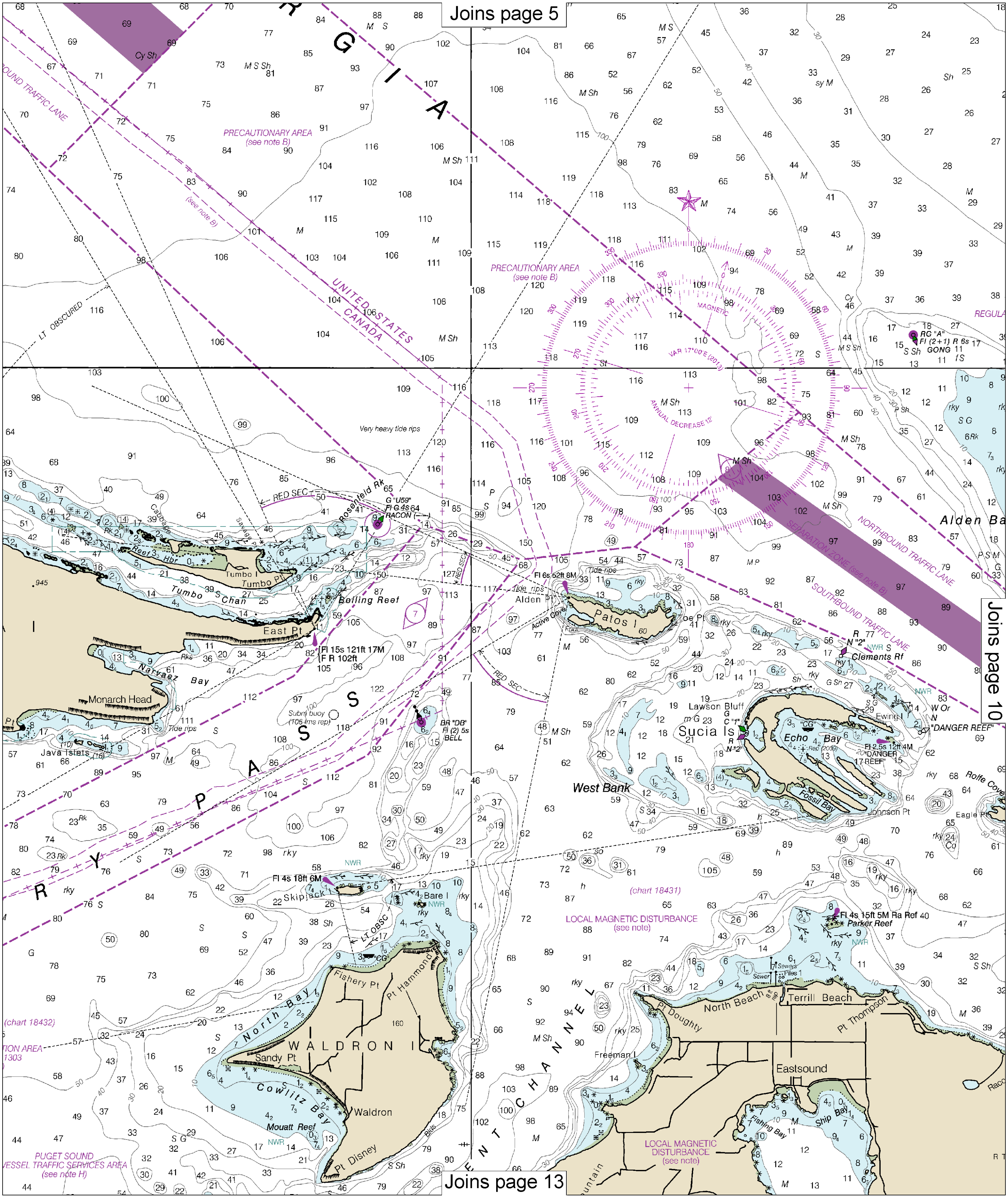
Nautical Miles

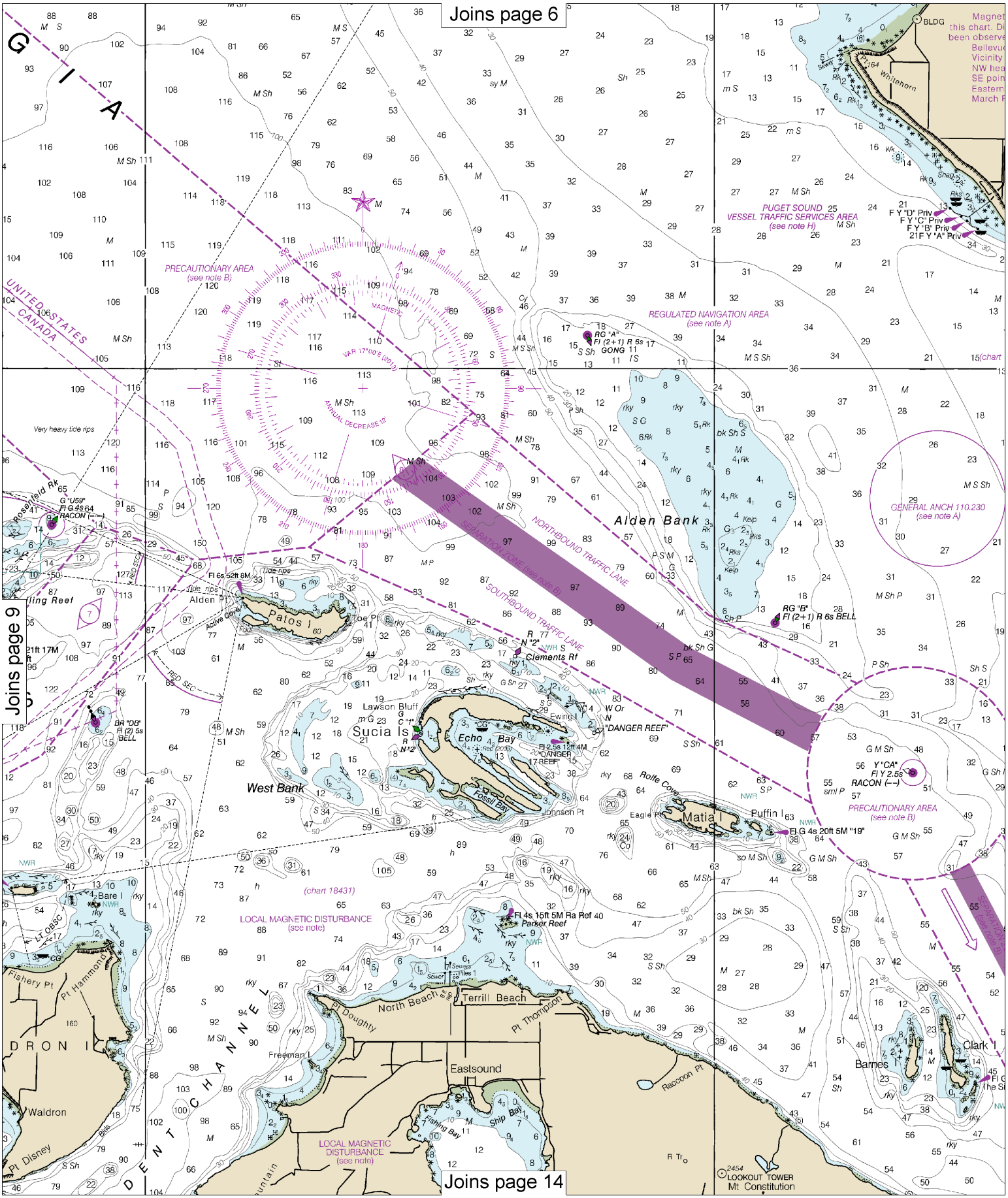
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
PRECAUTIONARY AREA (see note B)
UNITED STATES
CANADA
Very heavy tide rips
Rosenfeld Rk
G "U59" Fl G 4s 64 RACON
Cabbage
Tumbo I
Tumbo Pt
Reef Hbr
Tumbo Chan
Boiling Reef
East Pt
Fl 15s 121ft 17M
F R 102ft
Narvaez Bay
Monarch Head
Java Islets
Tide rips
Subm buoy
BR "DB" Fl (2) 5s BELL
Fl 6s 52ft 8M
Alden Pt
Active Cove
Patos I
Toe Pt
RED SEC
LT OBSCURED
VAR 17°00'E (2013)
ANNUAL DECREASE 12'
MAGNETIC
SEPARATION ZONE (see note B)
NORTHBOUND TRAFFIC LANE
SOUTHBOUND TRAFFIC LANE
Alden Bank
RC "A" Fl (2+1) R 6s GONG
N "2"
Clements Rf
Lawson Bluff
Sucia Is
Echo Bay
Ewing I
"DANGER REEF"
Fl 2.5s 12ft 4M "DANGER REEF"
Fossil Bay
Johnson Pt
West Bank
Rolfe Cove
Eagle Pt
(chart 18431)
LOCAL MAGNETIC DISTURBANCE (see note)
Fl 4s 15ft 5M Ra Ref
Parker Reef
North Beach
Terrill Beach
Pt Doughty
Pt Thompson
Freeman I
Eastsound
Fishing Bay
Ship Bay
Fl 4s 18ft 6M
Skipjack I
Bare I
LT OBSC
Fishery Pt
Pt Hammond
North Bay
WALDRON I
Sandy Pt
Cowlitz Bay
Waldron
Mouatt Reef
Pt Disney
(chart 18432)
PUGET SOUND VESSEL TRAFFIC SERVICES AREA (see note H)
PRESIDENT CHANNEL
BOUNDARY PASS
GEORGIA



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

Joins page 7

etic disturbances exist within the area of
Differences from the normal variation have
ved as follows:
ue Point in Haro Strait 4°
y of Point Doughty more than 2°
ead of East Sound 2°
int of Guemes Island 14°
rn shore of Burrows Bay 4°
Point 2°

1000 500 0 1000 2000 3000

48' 46' 122° 44'

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE C

For Canadian Firing Practice and Exercise Areas see Canadian Notice to Mariners No. 35 of each year.

NOTE D

Mariners should use caution as naval craft may be maneuvering within the areas. For further information, consult Local Notice to Mariners.

NOTE B

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan de Fuca and Strait of Georgia waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and/or Chapter 2 of the U.S. Coast Pilot.

For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

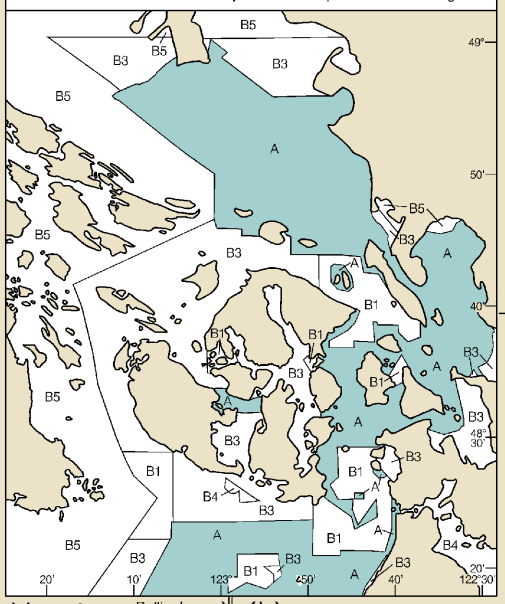
4A 13 Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

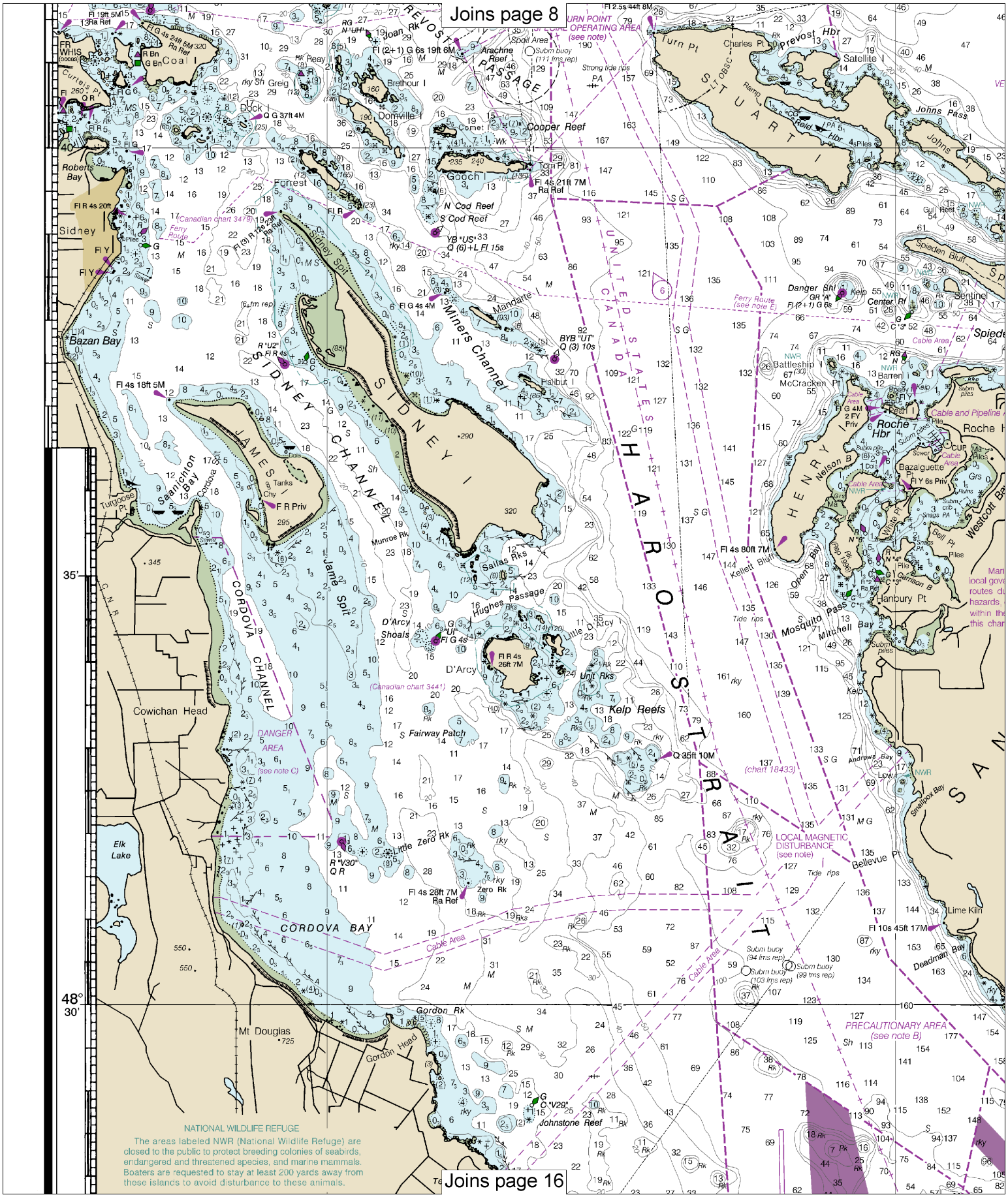
SOURCE

A	1990-2014	NOS Surveys	full bottom coverage
B1	1990-2000	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



Cherry Pt
Tank
Tanks
HORN (Bl (2) 15s)
Tower
Tanks
HORN (Bl 30s)
Neptune Beach
Sandy Pt Shores
Fl G 2.5s 15ft 4M "3"
Sandy Pt
Fl R 4s 16ft 4M "2"
L U M M I B A Y
Lummi
Nooksack R
Bellingham International Airport
Marietta
AERO Rot W&G
LUMMI INDIAN RESERVATION
Fish Pt
Marsh
Piles
STACK
STACK
Hospital
BELLINGHAM
SPIRE
Fl R "4"
Fl G 4M "3"
Portage Channel
GENERAL ANCH 110.230 (see note A)
Fl Y 10s Priv
Starr Rk
Fl Y 4s 7ft 2M "A"
Priv
F Y Priv
SOUTH BELLINGHAM
Post Pt
Subm Piles
Fl R 2.5s 5M "2"
Pt Migley
RG Fl (2+1) R 6s
Cable Area
Ferry
Lane Spit
G "5" Fl G 4s
Fl R 4s 5M "16"
Village Pt
Lummi Island
Fl R 4s 12ft Priv
Portage Bay
Cable Area
Portage I
Pt Francis
Fl G 4s 16ft 5M "3"
Y "B" Fl (5) Y 20s Priv
Obstn (anchor) Rep 2016 PA
EXPLOSIVES ANCHORAGE 110.230 (see note A)
Disposal Area
R "2" Fl R 4s
BELLINGHAM BAY
Chuckanut Village
Chuckanut Rock
Obstn
Ruins
Chuckanut
Fl G 2.5s 4M "17" Sisters
EASTERN SAN JUAN ISLAND ARCHIPELAGO VTS Special Area: 161.55(c) (see note H)
Y "C" Fl Y 2.5s RACON (– · –)
Smugglers Cove
"RANGER ROCK"
Fl (2+1) R 6s
(chart 18424)
(chart 18431)

Joins page 15



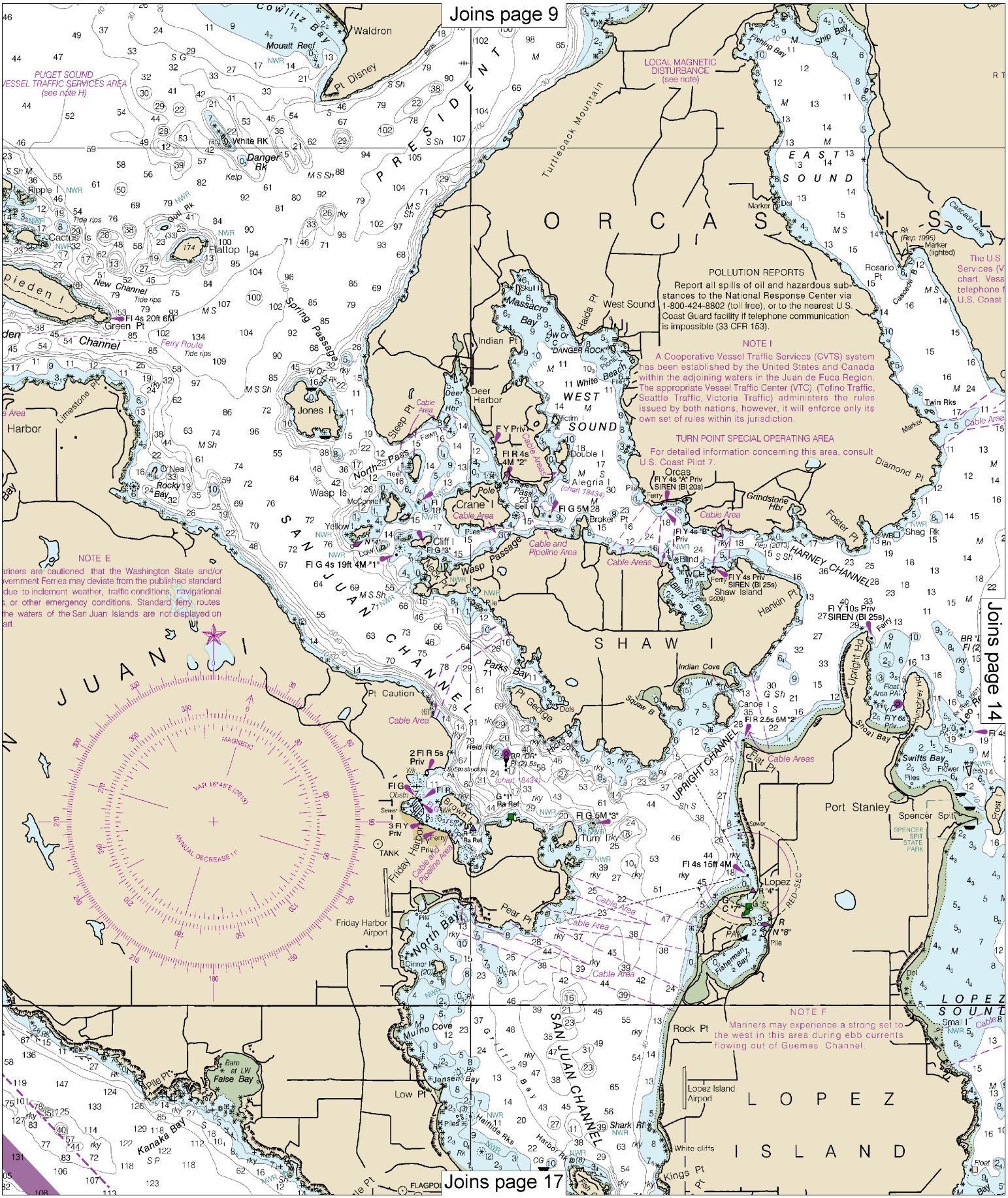
Note: Chart grid lines are aligned with true north.

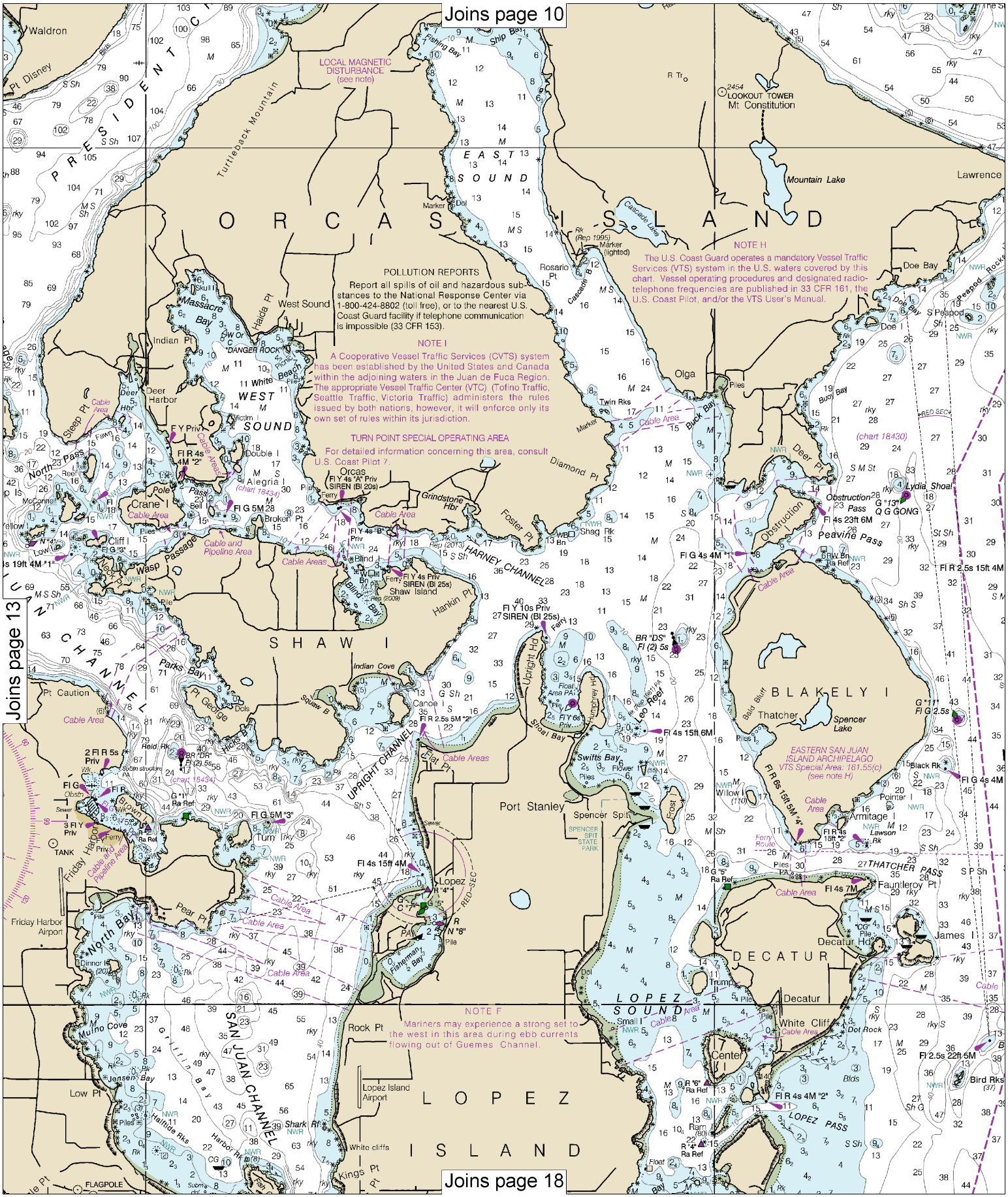
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 9
Joins page 14
Joins page 17
PUGET SOUND VESSEL TRAFFIC SERVICES AREA (see note H)
LOCAL MAGNETIC DISTURBANCE (see note)
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
NOTE I
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.
TURN POINT SPECIAL OPERATING AREA
For detailed information concerning this area, consult U.S. Coast Pilot 7.
NOTE E
Mariners are cautioned that the Washington State and/or Government Ferries may deviate from the published standard due to inclement weather, traffic conditions, navigational aids, or other emergency conditions. Standard ferry routes in the waters of the San Juan Islands are not displayed on this chart.
NOTE F
Mariners may experience a strong set to the west in this area during ebb currents flowing out of Guemes Channel.
ORCAS ISLAND
SAN JUAN ISLAND
LOPEZ ISLAND
SHAW I
EAST SOUND
WEST SOUND
PRESIDENT CHANNEL
SAN JUAN CHANNEL
HARNEY CHANNEL
UPRIGHT CHANNEL
Waldron
Cowlitz Bay
Mouatt Reef
Pt Disney
White Rk
Danger Rk
Kelp
Ripple I
Cactus Is
Flattop I
Gull Rk
New Channel
Green Pt
Ferry Route
Tide rips
Spring Passage
Jones I
Limestone Pt
Harbor
Pieden I
Rocky Bay
O'Neal
Wasp Is
North Pass
Yellow I
Cliff I
Wasp Passage
Crane
Deer Harbor
Indian Pt
Massacre Bay
Skull I
"DANGER ROCK"
Halda Pt
Turtleback Mountain
Double I
Alegria I
Orcas
Grindstone Hbr
Fossil Pt
Diamond Pt
Shag Rk
Twin Rks
Cascade Lake
Rosario Pt
Marker (lighted)
Marker
Del
Ship Bay
Fishing Bay
Hankin Pt
Shaw Island
Blind Bay
Indian Cove
Canoe I
Parks Bay
Pt George
Pt Caution
Upright Hd
Strout Bay
Swifts Bay
Port Stanley
Spencer Spit
SPENCER SPIT STATE PARK
Lopez
Fisherman Bay
Pear Pt
North Bay
Friday Harbor
Friday Harbor Airport
Dinner I
Mulno Cove
Griffin Bay
Jensen Bay
Low Pt
Halfmile Rks
Shark Rf
Lopez Island Airport
Rock Pt
White cliffs
Kings Pt
Bare at LW
False Bay
Pile Pt
Kanaka Bay
FLAGPOLE
MAGNETIC
VAR 16°45'E (2019)
ANNUAL DECREASE 11'
RED SEC



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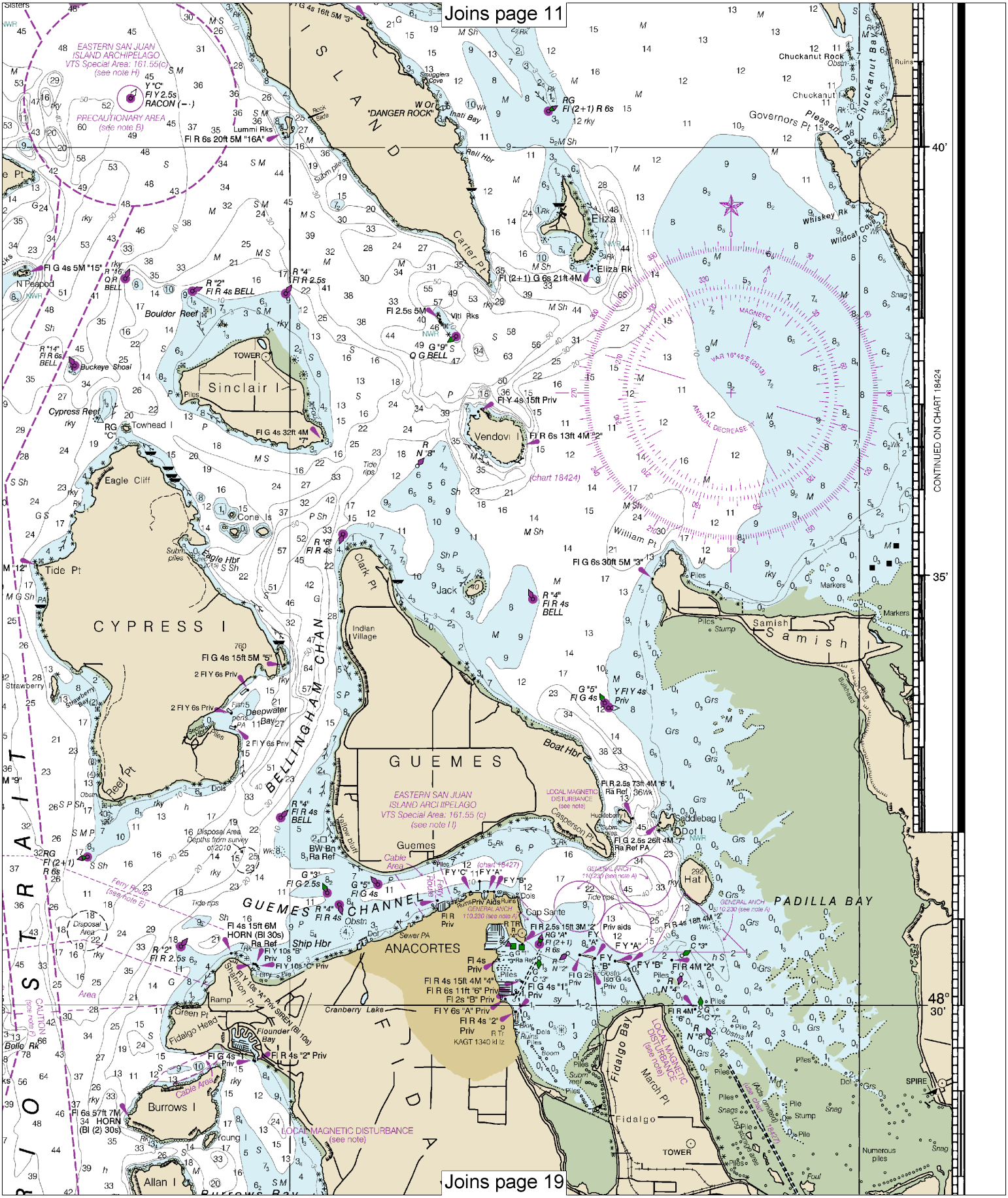
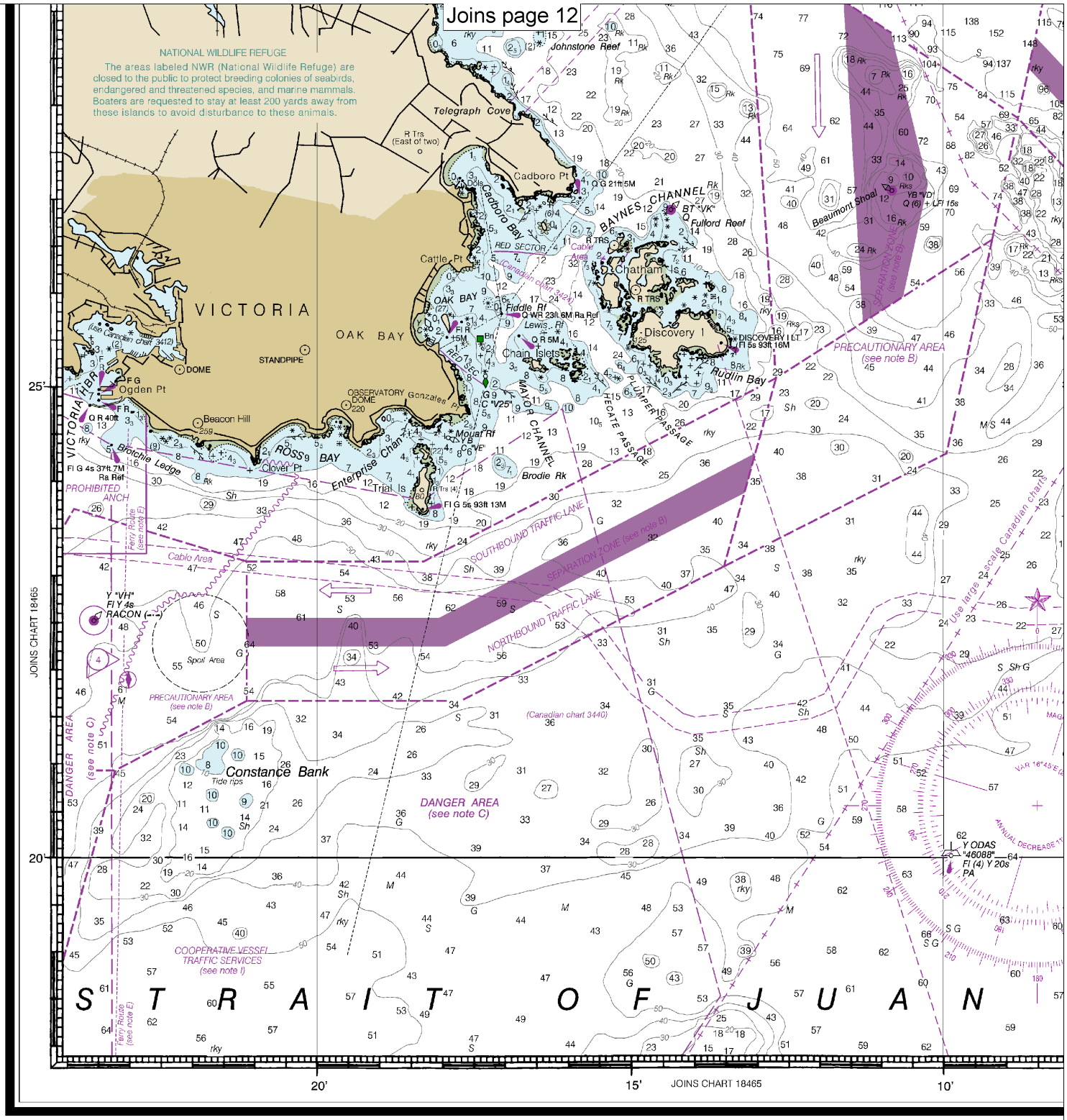
Note: Chart grid lines are aligned with true north.


Joins page 11
Joins page 19
CONTINUED ON CHART 18424
CYPRESS I
Sinclair I
Vendovi I
Eliza I
Samish I
GUEMES
ANACORTES
PADILLA BAY
Fidalgo
Burrows I
Allan I
Young I
Hat I
Saddlebag I
Dot I
Tide Pt
Eagle Cliff
Cone Is
Townead I
Indian Village
Deepwater Bay
Guemes Cable Area
Ship Hbr
Boat Hbr
Cap Sante
Cranberry Lake
Flounder Bay
Fidalgo Bay
Chuckanut Bay
Governors Pt
Pleasant Bay
Whiskey Rk
Eliza Rk
Chuckanut Rock
Lummi Rks
"DANGER ROCK"
Boulder Reef
Buckeye Shoal
Cypress Reef
Strawberry
Reef Pt
Clark Pt
Carter Pt
William Pt
March Pt
Fidalgo Head
Green Pt
Bolle Rk
N Peapod
Smugglers Cove
Inati Bay
Reil Hbr
Wildcat Cove
Jack
Huckleberry I
Casperson Pt
Sewer PA
Ferry Route
Ferry Area
Disposal Area
Depths from survey of 2010
Tide rips
Piles
Dolphins
Ruins
Markers
Stump
Foul
Obstn
Rocks awash
Submerged piles
Snags
Log storage area
Numerous piles
SPIRE
TOWER
MAGNETIC
VAR 18°45'E (2013)
ANNUAL DECREASE
EASTERN SAN JUAN ISLAND ARCHIPELAGO VTS Special Area: 161.55 (c) (see note I I)
EASTERN SAN JUAN ISLAND ARCHIPELAGO VTS Special Area: 161.55(c) (see note H)
PRECAUTIONARY AREA (see note B)
LOCAL MAGNETIC DISTURBANCE (see note)
GENERAL ANCH 110.230 (see note A)
Fl R 6s 20ft 5M "16A"
Fl G 4s 5M "15"
R "2" Fl R 4s BELL
R "4" Fl R 2.5s
Fl G 4s 32ft 4M "7"
Fl G 4s 15ft 5M "5"
2 Fl Y 6s Priv
Fl G 4s 16ft 5M "3"
Fl (2+1) G 6s 21ft 4M
Fl 2.5s 5M
G "9" Q G BELL
Fl Y 4s 15ft Priv
Fl R 6s 13ft 4M "2"
Fl G 6s 30ft 5M "3"
R "4" Fl R 4s BELL
R "6" Fl R 4s
R "8" Fl R 4s
Fl Y 4s Priv
Fl R 2.5s 73ft 4M "8"
Fl G 2.5s 26ft 4M "7"
Fl R 2.5s 15ft 3M "2"
Fl R 4s 18ft 4M "2"
Fl R 4M "2"
Fl 4s 15ft 6M HORN (Bl 30s)
Fl Y 10s "B" Priv
Fl Y 10s "C" Priv
Fl 10s "A" Priv SIREN (Bl 10s)
Fl 4s Priv
Fl R 4s 15ft 4M "4"
Fl R 6s 11ft "6" Priv
Fl 2s "B" Priv
Fl Y 6s "A" Priv
Fl R 4s "2" Priv
KAGT 1340 kl lz
Fl G 4s "1" Priv
Fl R 4s "2" Priv
Fl 6s 57ft 7M HORN (Bl (2) 30s)
LOCAL MAGNETIC DISTURBANCE (see note)
48° 30'
40'
35'



18421

CAUTION

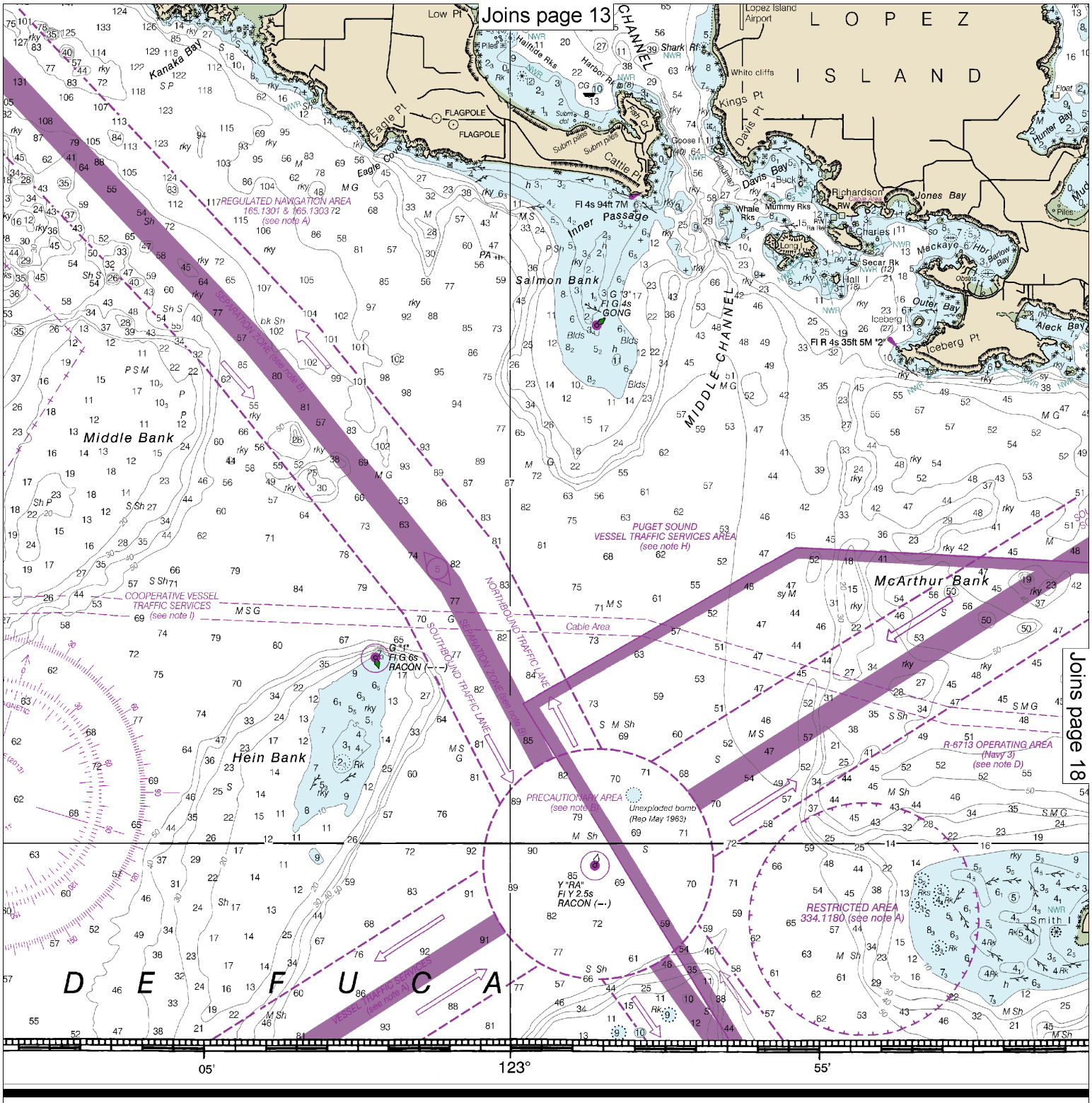
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

51st Ed., May 2013. Last Correction: 11/30/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.



SCALE 1:80,000

Nautical Miles

3 4 5 6 7

Yards

4000 6000 8000 10000

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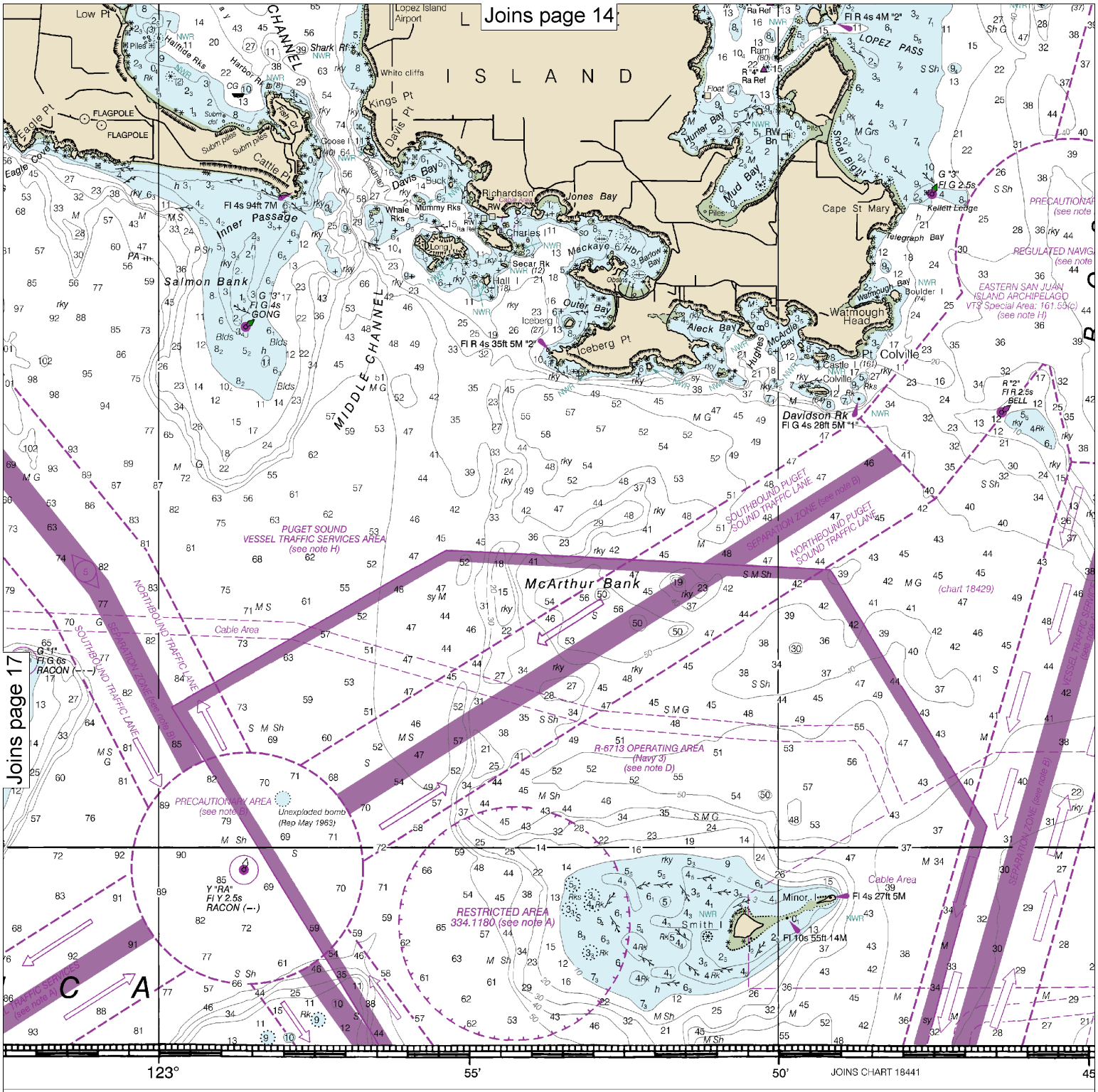
NATIONAL OCEAN SERVICE
COAST SURVEY



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COAST SURVEY

FATHOMS 1 2 3
FEET 6 12 18
METERS 1 2 3 4 5 6

SOUNI
(FAT

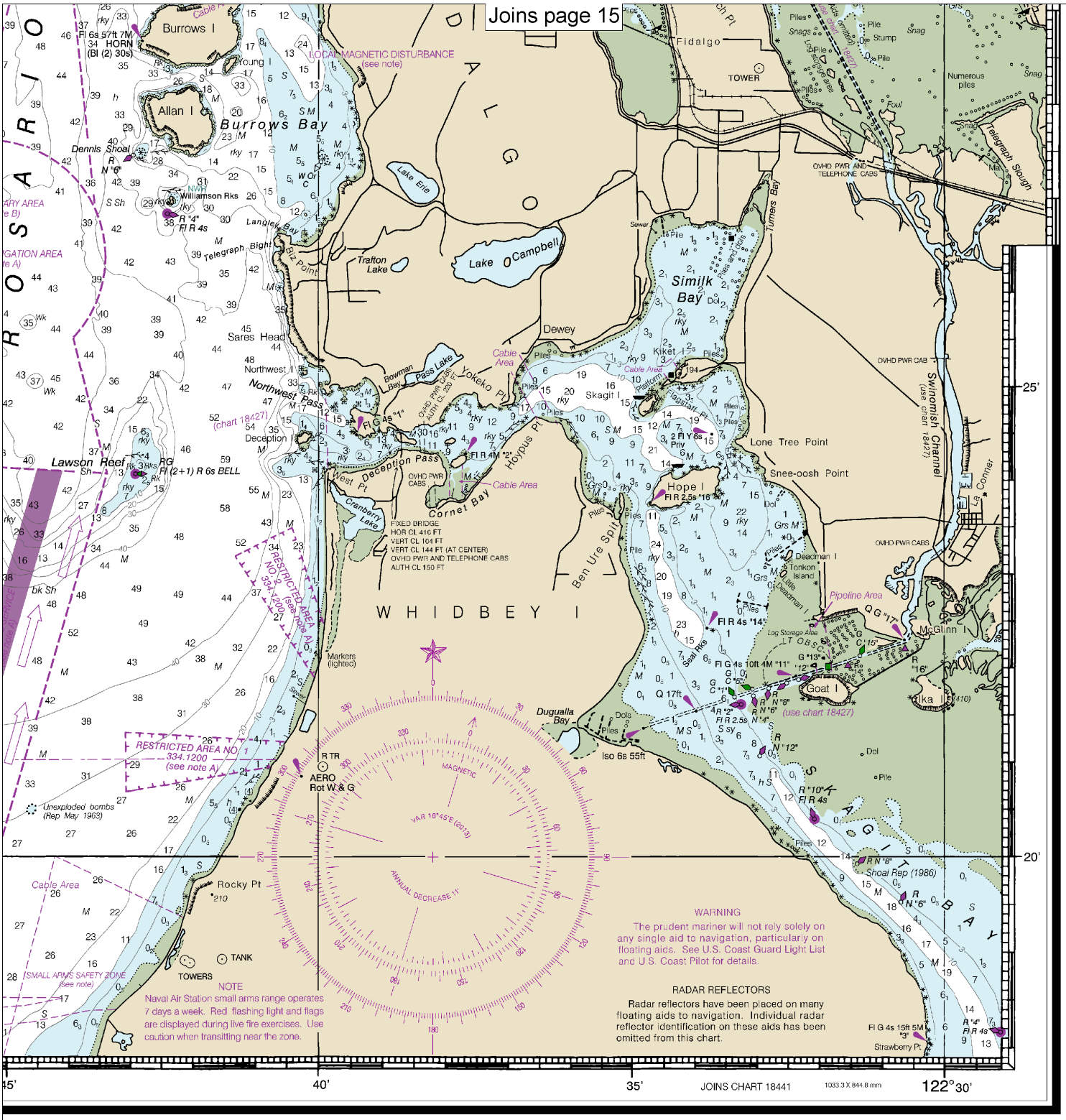
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Strait of Juan de Fuca to Strait of Georgia

SOUNDINGS IN FATHOMS - SCALE 1:80,000

18421

DINGS IN FATHOMS

ATHOMS AND FEET TO 11 FATHOMS)

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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